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All letters for publication should be written on one side of the paper only. No anonymous communications should be accepted. Letters already appearing in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VOGES ROAD C LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 12TH, 1908

SINCE the death of Lord PALMERSTON in 1865, no prime minister seems to have found himself in the same predicament as Mr. ASQUITH, as depending for his continuance in office on the abstention of the regular opposition of the day. When on his accession to office in December 1905, Sir H. CAMPBELL-BANNERMAN made his frantic appeal to all the elements of disruption, wiser men than he saw that he was raising up against himself a Frankenstein, which would ere long bring about his own destruction. The enormous clear majority of 104, which he apparently possessed over Unionists and Irish Separatists combined, was, it was seen, a source rather of weakness than strength—a fact patent enough to ordinary statesmen, but to which the new Premier persistently closed his eyes; and which showed but too plainly that he had already lost the command of the Liberal Party, and was being drawn by his dangerous associates into the Macdonald of anarchy. Accordingly when his evil smelling Education Bill was so amended as to be incapable of recognition by its own parents, he was forced by the tail behind him to declare war against the House of Lords, and his new found revolutionary zeal carried him so far that the wuzzling of the House of Lords as an integral part of the constitution was actually lugged into the King's Speech. Encouraged by these evidences of the incapacity of the Premier to preserve any show of order unless by yielding to the most turbulent of his fighting tail in the House, it was no wonder that the Socialist

party, which now for the first time had commenced to be an acknowledged section of the House of Commons, was encouraged to openly ventilate there its peculiar tenets. How its leaders would have fared at the hands of Sir H. CAMPBELL-BANNERMAN, with whom ever prevailed the policy of yielding to the clamour of his tail, and whose motto might well have been *factus quæ conatum*, must now remain for ever an enigma, but his lieutenant, Mr. ASQUITH, on whose shoulders now rested the responsibility, was enough of a statesman to stand in the breach, and for ever incur the undying hatred of this section of the so-called Liberal Party. Similarly unable to follow in their entirety the wild Irish separatist views of Mr. REDMOND with regard to permitting that integral part of the Kingdom to drop out of her allegiance, and become the hunting ground for Continental exploiters, Mr. ASQUITH, who is beginning to feel that he has already ventured beyond his depth into troubled seas, has found himself compelled to call a halt before he becomes himself entangled in the meshes of sedition;—and thus is being held to scorn by the Irish followers of Mr. REDMOND, who, having no fear of responsibility before their eyes, are prepared to follow any mad chimera at the call of their leader. Unfortunately for himself, Mr. ASQUITH lacks the bourgeois bonhomie of his former Chief which allowed the latter to plunge with a light heart into any quixotic scheme, provided its object were only the destruction of another constitutional landmark; and so commits the (in Radical eyes) mortal sin of pausing to consider consequences before taking the final and irrevocable plunge into outer darkness. Mr. ASQUITH, in fact, has a somewhat tender feeling of responsibility, which often awakes him in the night watches, and this it is that has evidently cooled the once fervent love of his ultra-radical supporters.

That this is no fanciful fear he—a lawyer accustomed to closely sift the evidences of the trivial occurrences of daily life—can no longer doubt. Each election, no matter what the position or aims of the constituency, has declared against him, and the last, that of Wolverhampton E., though it did not exclude his nominee, has been the unkindest of all, inasmuch as instead of carrying the seat by a majority of 2800 he has just managed to retain it by a miserable 8. On the other side the Unionist party, thoroughly aroused to the destruction that a premature dissolution, while the country is in an unsettled mind, might be expected to entail, are quite prepared to sink all personal ambitions and considerations rather than that, through any fault on their side, fresh dangers should be permitted to arise. It was thus that Mr. HALDANE's Army scheme was by the entire party excluded from the ranks of party questions, and made to depend on its intrinsic merits; and it is thus again that within the last few days a new scheme for the improvement of University Education in Ireland has likewise, instead of being snuff-mailed off the track from mere party jealousies, been frankly accepted in principle as the basis of future legislation. This is all the more noteworthy that the bill has been introduced by Mr. BRIDGES, who in his Education act last year proved himself so unyielding that no compromise could be effected, and owing to the back pressure from his extreme allies, a really dangerous constitutional crisis was evolved; which at one time seemed likely to lead to something very like armed revolution.

It was in the same spirit that Lord LANSDOWN, though administering a well-deserved castigation for his folly, was able to extricate Lord TREWENMOUTH from the worst consequences of his treatment of the letter received by him from the German Emperor—the outcome of which has apparently been, that in the scheme of reconstruction necessitated by the death of Sir HENRY CAMPBELL-BANNERMAN, Lord TREWENMOUTH has been scrupulously left out in the cold. In the case of Lord PALMERSTON's last ministry, it had succeeded the short-lived administration of Lord DERBY, which had come in as a protest against the perpetual restlessness of previous Ministry, who looked upon the Constitution with similar eyes to BUTLER's arch fanatic, who would have it—

That Religion was intended. For nothing better than being mended. Opinion was, however, so divided in the House that neither Lord DERBY nor Lord PALMERSTON could count on an absolute majority, so the Conservative party thought that the country would be best served by uniting to keep Lord PALMERSTON in office under the distinct understanding that no radical changes were to be attempted during his tenure. Of course Lord PALMERSTON, in heart a Tory of Tories, was only too pleased to concur in the arrangement, which saved

him from the pressing attention of his restless colleagues,—then as now bent on the extinction of the realm under their quick measures of uncalculated "reform." History repeats itself, and the itching after change which had afflicted as with a canker the democracies of old Greece, and caused their disappearance off the face of the earth, had broken out in England, till the country grew tired of it all, and welcomed the new arrangement. So for the remainder of Lord PALMERSTON's life the land had rest and happiness, till evil times once more returned, though temporarily cured, under the feeble guidance of Sir H. CAMPBELL-BANNERMAN, and being momentarily made more virulent owing to the ostensible leader being His Majesty's First Minister, the disease broke out afresh, and threatened to lead to still worse disorders. It was the late awakening to the dangers of the situation, that at last convinced the wiser of His Majesty's Ministers that something had to be done quickly, which resulted in Mr. ASQUITH's refusal to accompany any further his uneasy colleagues. Of course we may be unkind enough to hint that the fact that each recurring bye election proving hostile to the administration had something to say to the change of front. Still Sir HENRY CAMPBELL-BANNERMAN on succeeding to office did recognise the fact, and as the heart of the country is pretty well tired of mere Party Government, and only desires to be permitted to rest, it is not needful to pursue the subject further. It is perhaps as well that the itch demon should be laid to rest without any more upraising of party hatred and dissensions between inns and outs. There are few who would not rejoice if His Majesty's Ministers should open the next session of parliament with the announcement that no political measures were intended to be introduced; and that legislation would be strictly confined to matters social and economic, entirely outside questions of party.

Mr. A. Segura has been appointed Consul for Japan at Amoy, his predecessor, Mr. Uyeno, having been transferred to Canton.

The boycott promoter, Chan Wai Po, is at present in Hongkong. He is the Chairman of the Self-Government Society of Canton and is accompanied by several members of the Society.

Last week there were 49 plague cases, with 38 fatalities. By noon yesterday ten more had been notified, making the totals at date 192 cases, 163 deaths. There were 15 cases of smallpox (12 fatal) during the week.

At the Marine Court yesterday the Hon. Commander Taylor, R.N. (Harbour Master), ordered the exarain of a steam launch to pay a fine of \$2 or go to prison for five weeks with hard labour for disregarding the rules of the road while in the waters of the Harbour.

The return of visitors to the City Hall Library and Museum for the week ending the 10th May, 1908, shows that of non-Chinese there were 336 to the Library and 143 to the Museum and of Chinese 146 to the former and 233 to the latter. The Library was therefore used by 472 persons and the Museum by 376.

Ematini the winner of the Shanghai Derby is to be sold by auction at the Shanghai Horse Bazaar to-day. Any prospective purchasers in Hongkong will find the telegraphic address of the Horse Bazaar and other information in the advertisement, which appears in another column.

The report of the Union Church states that the organ has been put into thoroughly good condition at a cost of \$336 and the question of a new organ will be postponed for a considerable period. The report comments on the financial aspect of the church, which leaves much to be desired, the rent being \$340.50 less than last year and the weekly offerings reduced by \$545.78.

Two soldiers belonging to the Middlesex Regiment were brought before Mr. Wood at the Magistrate's yesterday and fined \$2 each for refusing to pay tram fare. Their explanation was that they had boarded a tram at the Naval Canton and paid the full fare to Shaukiwan. Of course they had to get on another tram at Canseway Bay and when the conductor demanded their fare they refused to pay.

The mystery surrounding the tragedy at Butterfield and Swire's office last month when a boy was found stabbed in the abdomen and died a few minutes afterwards has not yet been cleared. A coolie was arrested and charged with being concerned in the death of this boy but he was discharged. Now the Magistrate has ordered an inquiry into the circumstances concerning the death of this boy whose name was Chin Kuen. It will be held this morning at the Magistrate's.

The Crown Agents for the Colonies announce that the bonds of the Straits Settlements Government four per cent. five-year convertible bond loan are ready for delivery in any circumstances undertake to forward the debentures through the post. Holders of scrip certificates are reminded that they have the option until May 14 of converting their holding into Straits Settlements three-and-a-half per cent. Inscribed stock at the rate of 2105 of stock for each £100 converted.

Captain T. E. Cosker, who for the last five years has been Deputy Commissioner of the Kowloon Customs, is shortly leaving on transfer to Fookchow.

It is reported that an electric railway is to be constructed in North Formosa, from Daitsetai to Tamsui. The original intention was to begin work this year, but now it is thought the earliest will be next year.

On Sunday an exciting scene was witnessed in Queen's Road. A mafio was driving a pony and carriage, in which were seated four Chinese ladies, and near Arsenal Street he encountered a truck drawn by four coolies. The driver, who was the coolie to get out of the way (?) and they, becoming alarmed when they found the vehicle almost upon them, let go the shafts which shot upwards. One caught the approaching animal in the breast and penetrated for some little way. The pony bolted for about 70 yards more, then it dropped and expired in a few minutes.

On the 20th April the last link of the railway between North and South Formosa was joined. Now trains can run right through from Takow to Keelung, if desired. A considerable saving of time is thereby secured. From Samohubelo (Samsuh) on the north of the T'ai-kah river to Korton on the south of the T'ai-kah river is a distance of nearly 15 mi. On that short piece of railroad there are no fewer than nine tunnels costing Y1,737,542, and four bridges which have been constructed at an expenditure of Y1,321,240. Beside this, the building of that part of the railway cost Y388,209; then the sum of Y210,480 was spent in the purchase of rails and other material, and Y299,823 in the carriage of same. These items, plus a few sundries bring the whole up to the grand total of Y4,360,892. It will thus be seen that this part of the line cost on an average Y289,836 per mi.

The Chinese General Customs Bureau has issued instruction to Customs-houses in all parts of China, reminding them that the importation of copper without Government permission is strictly prohibited, it having been arranged with the Japanese Government that the shipment of copper to China should not be allowed by the Japanese Customs authorities before notification of each shipment has been given to the Chinese Government. Lately the value of copper coins has heavily depreciated in all parts of China, especially in Peking, to the great detriment of the currency system. The state of things is regarded as due to the fact that copper has been freely imported to make counterfeit coins. The Customs authorities are therefore instructed to exercise all their energies in putting a stop to the smuggling of copper.

The *London Gazette* contained an Order in Council authorizing the payment of "climate allowances" to officers and men employed in ships in the China rivers to compensate them for the discomfort involved in this service during the months of June, July, August, and September, and this payment, at the following rates, is to have retrospective effect as from April 1, 1907.—3s. a day to each commissioned officer, 1s. a day to each warrant officer, and 6d. a day to each of the rest of the ship's company. Another Order in Council authorizes payment to sub-lieutenants in command of torpedo-boats and other small vessels at such times as these officers are called upon to bear expenses for messing costs arising in excess of those they would incur when belonging to a gun room mess. The payment authorized is as from April 1, 1907, the messing allowance not exceeding 30s. a month.

The *China Times* mentions that in Peking on the afternoon of the 15th April a heavy cloud appeared in the west and in a few minutes the sun faded altogether out of sight. It was not long before the city was wrapped as in a pall by a cloud of yellow dust. It was so light that it did not settle to the ground very fast, and a fine rain that was falling gradually changed it into mud, so that the umbrellas of those who were on the streets were soon changed from jet black to a mottled yellow. It was the same old story, the Desert of Gobi on the move, but it is as marvellous now as ever. There was not a high wind at the time, at least in the lower strata of air. What there was up higher is unknown. Our contemporary says that next morning the paths and roofs were all turned yellow, quite the proper Imperial colour. And where the brooms of the not-over-clean house-boys have passed by the step corners it is yellow still. This is one of the occurrences that travellers have about but are unwilling to believe. There have been times when lamps had to be lighted at noonday.

Our Parliamentary children have the same difficulties about their Parliamentary reports. An Australian Senate, determined to have its own records, was horrified to find that the work cost £7,000 for the first quarter. Whether they have a sub-editor for their Hansard we are not told, but it is apparent that they need one as much as does St. Stephen's. A Sydney member who complained that he was not fully reported was given his heart's desire in the next morning's paper. And this is how his speech, printed verbatim, read:—"The reporters ought not to judge of what is important, not to say what sound be left out—but the member—only should judge of what is important. As I—on my speeches—as the report—reports—as what I say is reported sometimes no one—nobody can understand from the reports—what it is—what I mean. So—it strikes me—it has struck me certain matters that appear of importance—are sometimes left out—omitted. The reporters—the papers—points are reported—I mean, to make a brief statement—what the papers think of interest is reported." What he meant was that gentleman's reputation had been so good that the reporter's way of telling what he

CORRESPONDENCE.

ROYAL SWEDISH VICE CONSULATE.

[TO THE EDITOR OF THE "DAILY PRESS."]

Hongkong, 11th May, 1908.
DEAR SIR,—The *Ostasiatiska Lloyd* of the 17th April reports that a Swedish Asiatic Society for Consulting Engineering will be established, with head office in Shanghai for China, Japan, Korea and Siam at the suggestion of the Swedish Minister in Tokyo, and that as head of the undertaking a certain Mr. Hornell, Civil Engineer, has been chosen, who before his departure from Europe (he has arrived in the Far East since) would be appointed attaché to the Swedish Legation in Tokyo.

His Excellency Wallenberg, Swedish Envoy Extraordinary and Minister Plenipotentiary for Peking and Tokyo now informs me that he neither suggested the creation of the Society in question nor that Mr. Hornell has been or should be appointed attaché to one of his Legations, and requests me to prevent publishing of the report of the *Ostasiatiska Lloyd* by local papers and to contradict it in such papers which have copied and brought the news already.

In conformity with His Excellency's request I would kindly ask you to abstain from copying the news from the *Ostasiatiska Lloyd*, or if you should have taken over and published it already, to contradict in your valuable paper that the Society was formed at the suggestion of H.E. the Swedish Minister in Tokyo and also that Mr. Hornell has been or should be appointed attaché to the Swedish Legation, both the statements being without foundation. Thanking you in anticipation, I am, Dear Sir, your obedient servant,

S. SWART,

Acting Vice-Consul for Sweden.

THE CHINA ASSOCIATION AND THE OPIUM QUESTION.

[TO THE EDITOR OF THE "DAILY PRESS."]

China Association, Hongkong, 11th May.

DEAR SIR,—It may interest your readers to know that as result of a Committee meeting held on Friday afternoon, the following telegram was despatched on Saturday to the China Association in London, regarding the closure of opium houses in Hongkong:—

"Press telegram states British Government announced in House of Commons intention issue immediately order Hongkong Government close opium houses forthwith. This would impose considerable financial hardship as owing to opium farmers contract does not expire until February 1910, it would apparently involve payment large compensation in addition to prospective loss revenue. Unfair dislocate Colony's finances so suddenly. Urges you represent need proceeding less drastically times required gradual readjustment burden taxation."

I am, Dear Sir, Yours faithfully,

ALEX. S. D. CUSTARD.

Hon. Secretary.

THE GOVERNOR OF MACAO LEAVING.

We learn that a cable message was received on Saturday by His Excellency the Governor of Macao, Senhor Azavedo Coutinho, relieving him of his post. His Excellency will proceed to Portugal by an early steamer. Senhor Diego da Silva, the Harbour Master, will act as Governor of the Colony until Senhor Coutinho's successor arrives.

Our Macao Correspondent says it is understood that Senhor Coutinho tendered his resignation owing to his inability to support the demand of the Home Government that Macao should contribute more out of her declining revenue towards the support of the sister Colony of Timor. Another rumour alleges that the resignation was tendered because of the Home Government's disapproval of certain regulations relating to the importation of arms which His Excellency promulgated after the "Tatsu Maru" affair. Whatever be the cause, His Excellency's departure from the Colony will be sincerely regretted. Senhor Coutinho has always shown a ready disposition to do all in his power for the good of the Colony and, if the rumour as to the cause of his departure is correct, it will serve only to enhance his reputation as an administrator of sound judgment and rare independence.

Senhor Coutinho and family intend spending a few days in Hongkong before embarking for Home.

WRECKS IN THE PACIFIC.

INCREASE OF INSURANCE RATES. The many disastrous wrecks which have occurred in recent years of ships from the Pacific coast of the United States has resulted in the last year in a very material increase in the marine insurance rates for vessels owned in Seattle and other Pacific ports, says the *Seattle Times*. The underwriters at Lloyd's are far from eager to renew insurance at the old rates, and in many instances hull insurance shows a marked advance.

The new policy for the "Minnesota" of the Great Northern Steamship Company cost twice as much as its predecessor and is regarded by many as indicating that the loss of the "Dakota" in Japanese waters a year ago was, in the estimation of Lloyd's, without good excuse. Last year insurance on the great Hill liner was obtained at 3.75 per cent. but after paying \$170,000 on the hull and nearly as much again on the cargo of the "Dakota," the Lloyd's underwriters refused this year to make a better rate than 7 and in some instances 8 per cent. An advance of 10 per cent is made on the ship of the Pacific Mail, while the Pacific Coast Steamship Company had its rate increased from 5 to 6 per cent, although there was no change on the older vessels, where the rate was from 8 to 10 per cent. There was no increase in the Alaska Steamship Company's rate, although the wreck of the "Saragoga" recently and the stranding of the "North Western" last year may result in an advance when new insurance is sought for these ships.

KULANGSU (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council held at the Board Room, on the 31st April 1908.

Present:—Messrs W. H. Wallace (Chairman), C. A. V. Bowra, W. Kruso, S. Okuyama, W. Wilson, the Health Officer and the Secretary.

1 The minutes of the last meeting are read and confirmed.

2 Tenders for Street Lighting are opened and considered.

3 A report is read from the Health Officer concerning the state of the foreshore in front of the Kulangsu Milk and Dairy Produce Company's premises, and the irregular manner in which they endeavour to dispose of the dung &c. from their cow sheds. The Secretary is instructed to forward the Company a copy of the Health Officer's report, at the same time informing them they are to take immediate steps to have the dung at present on the foreshore collected and removed, that they give strict orders to their servants that dung is on no account to be dumped on the foreshore, that they see that the Dairy Regulations are fully explained to their servants and strictly adhered to, and that the Company's particular attention is called to Dairy Regulation II.

4 The Superintendent of Police reports the following cases have been dealt with at the Mixed Court since the last meeting:—

SUMMONSES.

Contempt of Court, 3. Attempting to obtain possession of property by the aid of false deeds.

2. Allowing pigs and cattle to stray 4. Assault

1. Carrying without a license 1.

SUMMARY ARRESTS.

Breach of Sanpan Regulations 1. Failing to obey the order of the Mixed Court Magistrate 1. Theft 1. Being a Licensed Sumpnam, refusing to take passengers 1.

(Signed) W. H. WALLACE, Chairman.

By order, C. BERKELEY MITCHELL, Secretary.

THE ANTIOPIUM MOVEMENT IN CHINA.

The following letter appeared in The Times:

Sir,—I spent a few weeks in China in November and December last, making searching inquiries as to the extent to which the Chinese authorities are carrying out the declared anti-opium policy of their central Government. The letter of your Shanghai correspondent and the report on the subject of Sir John Jordan to Sir Edward Grey, dated November 27 last, which summarizes a vast number of reports to him from all over China, confirm the result of my own inquiries on the spot that reform in this respect is only partial as yet. But it is none the less real.

Your Shanghai correspondent, while giving the Chinese Government credit for having already done something to suppress the opium habit, knowing China well himself, assumes, I fear, the same knowledge on the part of his readers. May I remind them that China is a loose federation of semi-independent provincial Governments—each with its own administration, army, fiscal system, and even customs and some laws distinctly separate from all others? Her population, nearly ten times that of the United Kingdom, is scattered over an area in China proper 12 times ours, and including the dependencies 35 times ours. She has comparatively speaking, hardly any railways, and very few decent roads. The great high road from Peking to Kalgan, along which an enormous traffic passes, is, as I saw myself, extraordinarily bad within 50 miles of Peking. Add to all these considerations the proverbial slowness of China to move, and I maintain that the extent to which reform has already gone speaks well for the genuineness of the determination of China's Government to stamp out this great curse. In view of the difficulties of the Government, the results up to now are simply marvellous. I know this opinion is held by the best observers of the spot, such as Sir John Jordan, our Minister, Sir Robert Hart, and your own Peking correspondent.

In conclusion, may I say that, although I agree with your Shanghai correspondent that it would be better if the Government of Japan would as vigorously stamp out opium-smoking in Korea as it does at home, it hardly becomes us to say a word against her?

So long as at the Straits Settlements—may, in our own corner of China itself, viz., Hongkong—we raise one-third or one-half of the colonial revenue from licensing opium dens, we can complain neither of China's backwardness nor of Japan's indifference in Korea. And while the opium dens in the native city of Shanghai have all been closed since June last, the international settlement (in fully British) keeps here open and has just decided to renew (three-quarters of the old licences). Thus, when the coolies of native "heathen" ruled Shanghai want to smoke opium, they come over to (mainly) British "Christian" ruled Shanghai to get it. This hardly seems to Chinese on the spot very "spontaneous evidence of British sympathy for their efforts!"

I am, Sir, yours faithfully,

THOS. C. TAYLOR.

House of Commons, April 7.

LLOYD'S LOSE £300,000.

STEAMER "STAR OF JAPAN" NOW A TOTAL WRECK.

By the wreck of the large British steamer "Star of Japan" Lloyd's have just sustained a loss of £300,000.

The steamer, which is over 6,000 tons, and was built at Belfast only two years ago, was bound from England to Australia with a general cargo, when she ran ashore on the Pedro de Galles Island, near Dakar, on the West Coast of Africa. The vessel's hull is now pierced by rocks, and is full of water, all hope of saving her having been abandoned.

Several Elder Dempster liners have been instructed to proceed to render any possible assistance. The captain and eight men still remain by the vessel, but the rest of the crew have been taken off, and landed at Las Palmas by the German liner Hans Wooman.

The "Star of Japan," which is fitted with costly refrigerating machinery is valued at £100,000, and her cargo at £2,000.

A Lloyd's telegram received from Las Palmas states that the captain of the "Star of Japan" says that he will not abandon the ship without instructions. He considers the position hopeless and dangerous to crew remaining, and is afraid that the ship will break up if heavy swell sets in; the breakers rendering it impossible to leave the ship.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Daily Press only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW

THE Company's Steamship

"HAITAN,"

Captain J. S. Roach, will be despatched for the above Ports on FRIDAY, the 15th inst., at 11 A.M.

For Freight or Passage apply to

DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 12th May, 1908. 831

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC,"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI, SHANGHAI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents.

Hongkong, 11th May, 1908. 8

HAMBURG-AMERICA LINE.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"SCANDIA,"

Capt. von Döhren, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding the discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 11th May, 1908. 130

S.S. "ERNEST-SIMONS."

COMPAGNIES DES MESSEGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Dordogne" from Havre ex s.s. "Dordogne" from Bordeaux ex s.s. "Vill de Lorient" in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 18th May, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 18th May, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 18th May, at 3 P.M.

No Fire Insurance has been effected.

P. NALIN, Acting Agent.

Hongkong, 11th May, 1908. 12

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT

is now ready and contains:—

Epitome of the Week's News.

Leading Articles:—

The Legislative Debate.

Disfranchisement.

Chinese Soldiers.

Shares.

Relations and Railways.

Of Trainers.

Some Opium History.

Shipping on the China Coast.

Correspondence:—

Mr. Osborn's Speech.

The Bill to Amend the Public Health and Building Ordinances.

Sanitary Law appeals.

New Public Health and Buildings Bill.

The Anti-Opium Crusade.

The Japanese Disaster.

Registrar-General's Report.

Italian Convent.

Supreme Court.

Board of Trade Supervision.

Companies:—

The Hongkong Electric Co., Ltd.

The National Bank of China, Ltd.

The National Bank of China, Ltd.

Swatow's New Post Office.

Tientsin.

Shanghai Race Meeting.

Commercial.

Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to address sent; including postage 34 cents each of 31 Cash for three copies.

Subscriptions: £2 per annum, payable in advance; postage 3s.

Hongkong, 12th May, 1908.

NEW ADVERTISEMENT



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"TRIESTE,"

Capt. N. Chersich, will leave for the above places on MONDAY, the 18th inst., P.M.

This Steamer has capital accommodation for passengers, electric light, and carries a doctor and stewards.

For Freight or Passage, apply to

SANDER, WIELER & CO., Agents, Prince's Building.

Hongkong, 11th May, 1908. 3

AUCTION.

SHANGHAI HORSE BAZAAR (Tel. Ad. "HESKINOV.")

M. H. E. KEYLOCK has received instructions to

SELL BY PUBLIC AUCTION TO-DAY (TUESDAY), May 12.

THE HORSE "FAMATINA,"

(Winner of the Shanghai Derby in 3.11.2 m.).

Shanghai, 8th May, 1908. 827

FOR SALE

A COLLECTION of 3,600 USED POSTAGE STAMPS of Various Countries, some very rare specimens. Can be seen by arrangement at the

KOWLOON-BOOK STALL, Kowloon.

Hongkong, 8th May, 1908. 817

FOR SALE.

COLLECTIONS OF USED POSTAGE STAMPS.

3,000 all different for ... \$35

2,000 do. ... \$35

1,500 do. ... \$35

1,000 do. ... \$10

ARTISTIC PICTORIAL POSTCARDS, MECHANICAL ANIMALS, STAMP, POSTCARD AND BIRTHDAY ALBUMS, and all other Philatelic Goods.

GRAZIA & CO., Hongkong Hotel Corridor.

Hongkong, 9th May, 1908. 645

LADIES, PLEASE NOTE!

REMOVAL SALE.

EVERYTHING must be cleared, even at REDUCED PRICES, prior to our

REMOVING to New Premises. For Cash ONLY.

Now is the time for you to secure GENUINE BARGAINS.

Please call and see for yourself.

HOOSAIN-ALI & CO., 25, Queen's Road Central, Under Hongkong Hotel.

Hongkong, 1st May, 1908. 681

INTIMATIONS

CHINA & JAPAN TELEPHONE & ELECTRIC CO., LTD.

A LADY OPERATOR is required for Kowloon Exchange. Must reside in Kowloon and be able to speak English and Chinese. Apply personally at the Company's Hongkong Office in Duddell Street between the hours of 10 and 11 A.M.

Hongkong, 9th May, 1908. 822

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the Club House on

THURSDAY, the 14th May, 1908, at 5.15 P.M., for the purpose set forth in the Notice posted in the Hall of the Club.

By Order, JAMES CRAIK, Acting Secretary.

Hongkong, 30th April, 1908. 780

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By Order, JAMES CRAIK, Acting Secretary.

Hongkong, 30th April, 1908. 781

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.).

The VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G. and Dr. A. KENNETH.

A description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

Well bound in Yellow Cloth with Chinese Emblem in Gold.

To be obtained from Messrs. KIM & WALSH LTD., Messrs. BERNARD & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

PRICES ... \$3.50

Hongkong, 12th May, 1908.

NOTICES OF FIRMS

NOTICE.

M. P. NALIN has been appointed ACTING AGENT for MESSAGIERIES MARITIMES and CHABOUREX REUNIS during my Absence from the Colony.

J. MILLET, Hongkong, 9th May, 1908. 820

NOTICE.

K WONG WOO, JEWELLER, Etc., of 66, Queen's Road Central, begs to inform the General Public that he has never heretofore acted as Guarantor for any person or persons and should such be done in future the documents must inevitably bear the Signature of his Sole Representative Mr. CHEUNG KING SON.

Hongkong, 9th April, 1908. 821

NOTICE.

ON and after the 18th instant the NEDERLANDSCHE HANDEL-MAATSCHAPPIJ (Netherlands Trading Society) will conduct its business at No. 5, Queen's Road Central (in the Office now occupied by the National Bank of China Ltd.)

J. L. VAN HOUTEN, Agent.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

Hongkong, 7th May, 1908. 812

PUBLIC COMPANIES

PEAK TRAMWAYS CO., LTD.

NOTICE IS HEREBY GIVEN THAT the ORDINARY ANNUAL GENERAL MEETING of Shareholders of the above Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Voeux Road Central, on SATURDAY, the 16th day of May, 1908, at 11 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to 20th inst. both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 8th May, 1908. 825

CHINESE ENGINEERING & MINING COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Shilling and Six Pence per Share free of tax for account of the year ending 29th February, 1908, has been declared by the Directors of the above Company. Coupon No. 10 is payable on 1st May at the Chartered Bank of India, Australia and China, and the Russo-Chinese Bank at Tientsin and Shanghai.

SHEWAN, TOMES & CO., Agents.

Hongkong, 1st May, 1908. 787

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS

"CLAREMONT," 2 & 4, KENNEDY ROAD.

Hongkong, 9th February, 1907. 565

STORAGE, For Coal, Timber, &c.

TO BE LET, A Portion of MARINE LOT No. 235 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE, Portions of MARINE LOTS Nos. 31 & 32 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply—

GEO. FINNICK & Co., Ltd., Hongkong, 8th June, 1908. 184

TO LET

TO LET.

OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground, A HOUSE in RIVINGTON TERRACE, No. 10, DES VOEUX ROAD CENTRAL, 1st floor.

"HATHERLEIGH" Conduit Road. OFFICES in VICTORIA BUILDINGS, GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 168, Des Voeux Road next to the HONGKONG HOTEL. FLATS in MORRISON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 11th May, 1908. 88

TO LET

FROM 1st MAY.

KOWLOON MARINE LOT 48, Yauwatt, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LTD.

Hongkong, 18th January, 1908. 221

TO LET.

NO. 2 CHANCERY LANE, Six-Roomed House. Electric Lights. Patin thorough repair. With immediate possession.

Apply to—

PERCY SMITH & SEPH, Accountants & Auditors, &c., 5, Queen's Road Central.

Hongkong, 1st May, 1908. 786

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 9th May, 1908. 823

TO LET.

ONE Large Front ROOM. Suitable for Married Couple or two Gentlemen, every house comfort.

6, OBSERVATORY VILLAS, Kowloon.

Hongkong, 9th May, 1908. 824

TO LET

TO LET.

EITHER Side of the DOUGLAS WHARF.

Terms on Application to—

DOUGLAS LAFRAIK & CO., General Managers.

DOUGLAS STEAMSHIP CO. LD.

Hongkong, 31st March, 1908. 637

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—

COMPRADORE'S DEPARTMENT, Nippon Yusen Kaisha.

Hongkong, 8th June, 1908. 188

TO LET.

THE ROOMS on the first floor of No. 84, QUEEN'S ROAD CENTRAL, (opposite the General Post Office). The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

Apply to—

YEE SANG FAT & CO. Same address.

Hongkong, 28th January, 1907. 270

TO LET.

"GLENWOOD" Gaiwan Road, suitable for a Boarding house or Club. Containing 24 Rooms.

No. 1, COLLEGE GARDENS, Furnished. For 5 or 6 Months, cheap rental.

OFFICES in Bank Buildings, Top Floor. From 1st July, 1908.

BEACONFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell MacGregor).

OFFICES in Queen's Road Central, BELLIS TERRACE HOUSES, ROBINSON ROAD.

No. 3, DUDDELL STREET Shop.

No. 2, DES VOEUX VILLAS (FRANK).

No. 57, PRAYA GRANDE, Macao.

Apply to—

LINDSEAD & DAVIS, 3rd Floor, Alexandra Buildings.

Hongkong, 5th May, 1908. 189

TO LET.

FIRST Class European Houses, Lochiel Terrace and Humphreys Avenue, Kowloon.

Apply to—

TAM TSZ KONG, Care of Hip On Insurance, Exchange and Loan Co., Ltd., 42, Bonham Strand, West.

Hongkong, 1st October, 1907. 94

TO LET.

OFFICES in HOTEL MANSIONS.

Apply to—

HENRY HUMPHREYS, Alexandra Buildings.

Hongkong, 1st May, 1908. 785

TO LET.

4 and 5-ROOMED HOUSES in Kowloon.

COMMODOUS SHOP in Des Voeux Road Central, Hongkong. Immediate possession.

Moderate rentals.

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LTD.

Hongkong, 2nd April, 1908. 645

TO LET.

A HOUSE in KNOTSFORD TERRACE, KOWLOON.

No. 3, CANTON VILLAS.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st May, 1908. 88

TO LET.

CHAMBERS in No. 2, WYNDHAM STREET, Moderate Rent.

One ROOM with Verandah and Small Room on the Second-floor of No. 8, Des Voeux Road Central, above our Office, Suitable for business premises or dwellings.

First Floor of No. 6, Queen's Road Central, comprising Six Large Rooms and Outhouses suitable for business Premises or Dwellings, now occupied by FERN BORNEMANN.

Apply to—

DAVID SASSOON & Co. Ltd., Hongkong, 7th April, 1908. 96

TO LET.

12, ARBUTHNOT ROAD—6 Rooms.

Apply to—

E. A. & C. F. DE CARVALHO, 14, Arbuthnot Road.

Hongkong, 25th April, 1908. 762

TO LET.

IMMEDIATE POSSESSION.

GODOWN at Davies Street, Kennedy Town, lately occupied by the STANDARD OIL COMPANY.

Apply to—

CHATER & MODY, Hongkong, 24th March, 1908. 602

NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARTY".
FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd. and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th May, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 5th May, 1908. 807

NORDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BUELOW".

having arrived, consignees of cargo are hereby informed that their Goods, with the exception of Opium, Tobacco and Valuable, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, the 5th inst., at Noon.

No claims will be admitted after the Goods have left the Godowns and all goods remaining undelivered after the 12th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 9.30 A.M.

All claims must reach us before the 16th inst., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD.

MELBURN & CO., Agents.

Hongkong, 5th May, 1908. 5

"INDRA" LINE LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRASAMHA".

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 13th inst., at 4 P.M. will be subject to rent.

No Fire Insurance has been effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

Optional goods will be landed here unless instructions are given to the contrary before Noon, To-day.

JARDINE, MATHESON & CO., LD.

Agents.

Hongkong, 7th May, 1908. 813

NAVIGAZIONE GENERALE ITALIANA

(Florin and Rubattino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI".

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the Undersigned before Noon on the 16th inst., or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 9.30 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

CARLOWITZ & CO., Agents.

Hongkong, 7th May, 1908. 4

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"CEYLON".

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 14th inst., at 4 P.M., will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT,

Acting Superintendent,

Hongkong, 8th May, 1908. 1

SINGON & CO.

IRON, STEEL, METAL and HARD-WARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Stockholders and Shipchangers. 35 & 37, HING LOOK STREET, (2nd Street, west of Central Market) Telephone No. 515. 680

SANG MOW.
RATTAN AND GRASS FURNITURE MAKER.
CHAIRS, TABLES, SETTEES & LONG CHAIRS.
BAMBOO BLINDS, MATTINGS in all colours on Sale.

All Orders receive prompt attention.

52A, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 20th February, 1908. 401

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."
A.I. A.B.C., and Engineering Code Used.
NEW DOCK NOW OPEN.DOCK No. 2.
Extreme Length... 723 feet.
Length on Blocks... 714 "
Width of Entrance on Top... 961 "
Width of Entrance on Bottom... 881 "
Water on Blocks at Spring Tide... 341 "DOCK No. 1.
Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 98 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide... 61 "DOCK No. 2.
Extreme Length... 371 feet.
Length on Blocks... 350 "
Width of Entrance on Top... 88 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000

TONS. THE WORKS are well equipped with

LATEST PLANTS and APPLI-

ANCES to undertake BUILDING or

REPAIRING SHIPS, ENGINES, and

BOILERs, and also ELECTRICAL

WORK.

A LARGE STOCK of MATERIAL is

always kept on hand.

THE COMPANY has the powerful steamer

"OURA-MARU" (712 tons, 700 I.H.P.)

specially built for SALVAGE PURPOSES

equipped with necessary gear, always ready

for service.

Short Notice. 799

NOW READY.

MAIL TABLES

FOR 1908.

Shows the dates of departure of the Mails

to Europe and America, and the dates of their

expected arrival at their destinations, as well as

the dates of return Mails.

Mounted on Card... 30 Cents

On Paper... 20 "

On Sale at the Hongkong Daily Press Office

Hongkong, 1st January, 1908.

MARTIN'S

APIOL & STEEL PILLS

For all Diseases of the Digestive System.

A French Remedy for all Irregularities. Thousands

of testimonials of the efficacy of the Pills in the treatment of

all diseases of the Digestive System. These who use them

recommmend them, hence their popularity. At all Chemists and Druggists, or post free 2s.

MARTIN, Chemist, SOUTHAMPTON, ENGLAND.

The Society of

Motor Manufacturers and Traders, Ltd.

For the promotion, development and

advancement of the automobile industry.

The Society has organized a

TRADE INFORMATION

DEPARTMENT

which will be pleased, without

fee, to furnish inquiries to the

traders who can best supply

their needs, whether for Motor

Cars (commercial or pleasure),

Motor Boats, Fire Engines,

Stationary Motors, Component

Parts, Tyres, or Accessories.

Maxwell House, Arundel St.,

London, England.

THORNE'S

OLD VAT

L. P. O. A. 15

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE

OF GREENOCK AND HAS BEEN SOLD SINCE 1831

SCOTCH WHISKY.

SOLE AGENTS IN

HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO. LTD.

As Suppliers to the House of Commons.

A LONDON TIPPIN.

[BY NORMAN SCOTT IN "JOHN BULL."]

The hands of the office clock point to twelve—office clocks never strike—and Clarkson carefully wipes his pen on the lining of his coat. He removes his paper cuffs and places them in his desk, from which he takes out his towel and hair brush, and descends to the unventilated lavatory. After a hasty wash and brush up, he changes his tail-coat for one similar in shape, but a little less shiny in places. His top-hat is carefully, almost tenderly, brushed and cajoled into an imitation of gloss, and Clarkson steps out into the Lane at 12.5.

Two minutes' walking brings Clarkson to his restaurant, or to give its self-chosen name, the depot. When Clarkson commenced his career in the City, his senior was instructed to take him out to lunch. The present depot was the one chosen, and Clarkson has never changed. Why should he?

Occasionally, Clarkson has deviated from the straight path to this accustomed depot, and the reason has always been the same. The sight of a crowd has an irresistible attraction, and though he knows it is but a fallen horse, Clarkson pushes his way to the front.

Never in Clarkson's experience has anything more exciting happened, but he could no more pass a crowd than he could do without this lunch. Why should he?

He enters the depot, descends to the smoking room, and makes straight for a table in the corner. Three men, much the same in appearance as Clarkson, are already seated there. Without warmth, without even looking at them, he shakes hands with each in turn. He is not particularly glad to see them, and why he shakes hands with them he could not tell. He has always done so, other people do so—it is the custom. Why shouldn't he?

He looks at the menu. No list of soups, joints, entrees, and sweets, this, but a plain list of breads, butter, and cold meats. "No Gratias agere," he knows this menu by heart, but still he looks at it and orders his lunch. The waitress stares heavily at him whilst he gives his order, and turns away without a word, without a sign. Clarkson knows that she has heard, that she seldom makes a mistake, and he does not expect an answer. Why should she answer?

The waitress again approaches—this time with a huge tray laden with dishes. With marvellous dexterity and amazing memory, she picks out the proper food and clatters it down beside Clarkson. A small portion of cold fish, a large, solid-looking roll, a cup of coffee, which has been so generously poured out that there is an overflow in the saucer, and a piece of damp cake stuffed with currants.

Clarkson reaches for his dish. Since infancy he has been accustomed to have his cup on his right hand, his bread on his left, and his fish, flesh, or fowl, in the middle. Despite the waitress he adheres to this plan.

The roll is cut into regular strips, and with an almost mathematical precision he measures the correct amount of butter to be spread on each strip. Two forks serve as instruments where, with to overcome the fish. With a deftness acquired by long practice, he handles the fork in his right hand as most people would a knife. Clarkson has never seen a fish-knife there. It has never occurred to him to ask for one. Why should he?

In a wonderfully short time the meal—iron to the damp cake—is served away. The plates are piled with the empty coffee cup uppermost, and pushed to one side.

Clarkson produces from one tall pocket a pipe, from the other pocket a pouch. The pipe is an ordinary straight-stemmed holder, without any silver embellishment. The pouch looks, at the first glance, more like a purse made of plush, and has Clarkson's monogram embroidered in bright colours on one side. The filling of the pipe with the fine-cut mixture again calls into play Clarkson's mathematical precision. A certain amount is broken off and pressed down till the pipe is about three-quarters full.

One by one the men whom he has joined go through the hand-shaking formality once more, take up their little tickets, and depart. When the last has gone Clarkson takes out his paper, and runs through the news paragraphs he had not time to read in the morning. The leaders and the articles he keeps over for the evening.

His eyes begin to wander frequently to the clock—how he is dominated by clocks—and exactly at 1.24 he rises and makes his way through the forest of tables and chairs to the cashier's desk. His ticket and newspaper are pushed through the pigeon-hole, and Clarkson bids the cashier good-day.

He walks back to the office and taps his pipe out at the door. Another exchange of cuffs, a donning of the paper cuffs, and at 1.25 the ledger is again having attention.

Clarkson has lunched.

THE WORLD'S STOCKS COMPARED WITH ENGLISH CONSOLS.

English Consols—57½; France—3 per cent.

Egypt—Unified 104.20; Privileged 100.40;

Dominal 100.75;

Russia—5 per cent., 93.25, 3 per cent.

(1891), 71.65, 3 per cent. (1896), 69.10, 4 per

cent. (1901), 53.80 Consolidated 1st and 2nd

Issues, 5 per cent. 98.52;

Japan—4 per cent., 96.75, 5 per cent.,

98.52;

Spain—Foreign, 95.12, Portugal—3 per

cent., 62.50;

Turkey—Unified, 4 per cent., 58.81;

Italy—Converted, 5 per cent., 103.25;

Austria-Hungary, 4 per cent., 97.42;

95.00 Hungary, Romania—4 per cent.,

91.50, Serbia—4 per cent., 94.30, Bulgaria—

5 per cent. (1896), 48.5, 5 per cent. (1902),

49.5, 5 per cent. (1904), 49.0;

Argentina—4 per cent. (1896), 92.70, 4 per

cent. (1900), 95.75, Brazil—4 per cent., 97.30;

According to the most authentic statistics issued

by the French Statistical Office the value of

negotiable bonds and other securities in the

world's exchanges exceed £28,850,000,000

sterling.

Thus France, England, the United States of

America, and Germany, possess a total of

£16,800,000,000, in the following proportions:

United States... £1,000,000,000

Great Britain... £1,000,000,000

France... £1,000,000,000

Germany... £1,000,000,000

Other States—

Russia... £1,000,000,000

Austria-Hungary... £1,000,000,000

Japan... £1,000,000,000

Italy... £1,000,000,000

Other Countries... £1,000,000,000

The balance of... £20,750,000,000

are municipal bonds and industrial concerns

making the total of... £28,850,000,000

512

KAISER'S TOAST.

DRINKS TO GLORY OF BRITISH AND GERMAN

FLAGS.

Corfu, April 14.

At yesterday's lunch on board the "Implacable"

the German Emperor proposed the following

toast:—

"I drink to the glory of our two flags. May

they both ever fly as they have done in the past

for the maintenance of the world's peace."

Reuter.

According to the Berlin "Lokal-Anzeiger"

the commander of the "Implacable," Captain

Mark Kerr, son of the late Admiral Lord Fre-

deric Kerr, said in drinking the health of the

Emperor:—"My father used to say about your

Majesty that God had created a great Emperor

out of a man who would have been a great

Admiral."

The Emperor presented the commander with a

life-size picture of himself in the uniform of

a British admiral, with an autograph inscrip-

tion. A similar picture was presented to the

officers mess. His Majesty remained on board

from 1.0 o'clock till 5.15 and conversed in a

cheerful and unreserved manner with the

commander and officers of the "Implacable."

As it had not been expected that the Em-

peror would stay so long the officers had asked

several English girls and some ladies of Corfu

society to tea at 4.0 o'clock. His Majesty

begged that the tea party should not be pos-

tponed on his account, and therefore while the

Emperor remained below a dance was arranged

on the upper deck.

The British officers were enthusiastic about

the spirit of comradeship displayed by the

Emperor.

A telegram from the special correspondent of

the "Tagesblatt" at Corfu states that in the

conversations which the Emperor has had there

with the King of Greece he is said to have

discussed the wishes of Greece regarding a rail-

way line connecting Larissa and Salonica, and

the Emperor is alleged to have agreed to

support the application to the Sultan for its

authorization.

BOSTON FIRE DISASTER.

FOREIGN INSURANCE LOSSES.

The New York Journal of Commerce

tabulates the losses of the various insurance

companies in the Chicago fire to the extent of

£31,000 and over. The following are the net

losses of foreign companies:

Aachen and Munich... \$31,000

Alliance... 35,000

Caledonian... 43,500

Commercial Union... 4,000

Hamburg and Bremen... 40,000

Liverpool, London, and Globe... 109,000

Lombard Assurance...

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	DELHI	About 14th May	Freight and Passage.
LONDON VIA USUAL PORTS	OCEANA	Noon, 16th May	See Special of Call.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MANRILLAS	JAPAN	About 20th May	Freight and Passage.

For further Particulars, apply to
F. J. ABBOTT,
Acting Superintendent,
Hongkong, 7th May, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
HOIHOW and HAIPHONG	SINGAN	On 12th May, 9 A.M.
MANILA	TAMING	On 12th May, 4 P.M.
TSINGTAU, CHEFOO and NEWCHANG	KWEIYANG	On 12th May, 4 P.M.
SHANGHAI	KIUKANG	On 13th May, 4 P.M.
CHEFOO and TIENTSIN	KUEICHO	On 19th May, 4 P.M.
YOKOHAMA and KOBE	TSINAN	On 23rd May, 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to—
HONGKONG, 12th May, 1908.
BUTTERFIELD & SWIRE, AGENTS.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"SHOSHU MARU" Capt. M. Nemoto	TUESDAY, 12th May, at 10 A.M.
TAKAO VIA SWATOW, AMOY AND ANING	"FUKUSHU MARU" Capt. T. Ito	WEDNESDAY, 13th May, at Daylight.
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"CHOSHUN MARU" Capt. Y. Fushino	FRIDAY, 15th May, at 10 A.M.
TAMUI VIA SWATOW AND AMOY	"JOSHIN MARU" Capt. H. S. Smith	SUNDAY, 17th May, at 9 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships. Unrivalled Table. Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.
Hongkong, 12th May, 1908. T. ARIMA, Manager.

HAMBURG-AMERIKA LINIE, HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.
Also via Aden or Port Said by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
For SHANGHAI, YOKOHAMA & KOBE: S.S. SCANDIA ... 12th May	For ANTWERP & HAMBURG: S.S. LYDIA ... 16th May
For SHANGHAI, YOKOHAMA & KOBE: S.S. ANDALUSIA ... 18th May	For HAVRE & HAMBURG: S.S. SENGAMBIA ... 24th May
For SHANGHAI, YOKOHAMA & KOBE: S.S. DORTMUND ... 25th May	For MANRILLAS, ANTWERP, BREMEN & HAMBURG: S.S. SITHONIA ... 1st June
	For HAVRE & HAMBURG: S.S. SCANDIA ... 16th June
	For MANRILLAS, ROTTERDAM & HAMBURG: S.S. BRISGAVIA ... 28th June
	For HAVRE & HAMBURG: S.S. DORTMUND ... 12th July

For Further Particulars, apply to—
HONGKONG, 11th May, 1908.
HAMBURG-AMERIKA LINIE, HONGKONG OFFICE.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN	"BORNEO"	Middle of May.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ EITEL FRIEDRICH"	Wed. day, 20th May, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ HEINRICH"	About Wed. day, 20th May.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND"	Thursday, 21st May, at 6 P.M.

For further Particulars, apply to
NORDDEUTSCHER LLOYD, MELOHRS & CO., GENERAL AGENTS, HONGKONG & CHINA.
Hongkong, 7th May, 1908.

CHARGEURS REUNIS, FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

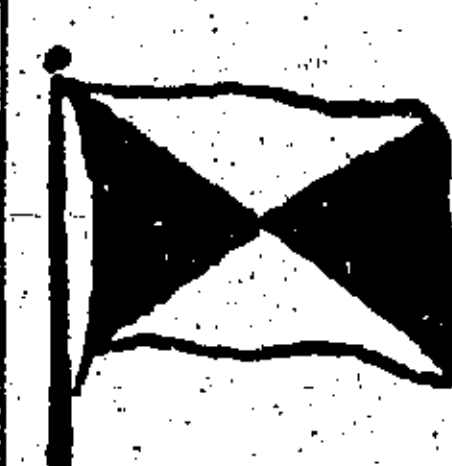
ALL ROUND THE WORLD LINE.

OUTWARD via Suez:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, (Chinamen, (Peking Tientsin), Kobe, Yokohama, Japan to Hongkong in 30 Days.
NAPLES to Hongkong in 23 Days.
Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANS-PACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco.
CONNECTING WITH CANADIAN PACIFIC RAILWAY.
Freight to Overland
Passengers to Overland and Europe } via Vancouver
YOKOHAMA to LONDON and PARIS 28 DAYS
YOKOHAMA to LONDON and PARIS 28 DAYS

HOMeward via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:
AMIRAL MAGON ... 4th June ... MALTE ... 12th Oct.
AMIRAL EXELMANS ... 23rd July ... CEYLON ... 28th Nov.
QUESSANT ... 27th Aug. ... CORSE ... 11th Jan. 09.
No Passengers. Intermediate Class and Rates of Passage.
New Twin Screw, 10,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins. All Round the World Tickets by these boats.
For Further Particulars, apply to—
P. NALIN, ACTING AGENT,
FRENCH MAIL OFFICE.
Hongkong, 9th May, 1908.



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 16th May, Noon.
RUBI	2540	R. W. Almond	Manila	On 23rd May, Noon.

For Freight or Passage apply to
SHEWAN, TOMES & CO., GENERAL MANAGERS.
Hongkong, 11th May, 1908.



HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK VIA PORTS AND
SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALACCA COAST).
S.S. LOWTHER CASTLE ... On or about 31st May.
For freight and further information apply to
SHEWAN TOMES & CO., GENERAL AGENTS.
Hongkong, 9th April, 1908.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 DAYS ACROSS THE PACIFIC IS THE "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel.
11 DAYS YOKOHAMA to VANCOUVER.
15 DAYS HONGKONG to VANCOUVER.

R.M.S.	Tons	LEAVES HONGKONG	ARRIVES VANCOUVER
"GLENFARG" ... 3,700	...	WEDNESDAY, 20th May ... 18th June	...
"EMPERESS OF CHINA" ... 6,000	...	THURSDAY, 4th June ... 22nd June	...
"EMPERESS OF INDIA" ... 6,000	...	SATURDAY, 13th June ... 4th July	...
"LENNOX" ... 3,700	...	THURSDAY, 18th June ... 17th July	...
"EMPERESS OF JAPAN" ... 6,000	...	SATURDAY, 4th July ... 25th July	...
"MONTEAGLE" ... 6,168	...	SATURDAY, 11th July ... 4th Aug.	...

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.
S.S. "MONTEAGLE" and "LENNOX" will depart from HONGKONG at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 25 days from HONGKONG.

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R.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

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SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Handbooks Rates of Freight and Passage apply to
D. W. CHADDOCK, General Traffic Agent for China,
Corner Pender Street and Praya, opposite Blake's

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	NO SAIL
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Tuesday, 12th May, 3 P.M.
TIENTSIN via SWATOW	"CHIPSING"	Wed. day, 13th May, Noon.
SHANGHAI	"CHUNSAUNG"	Wed. day, 13th May, 4 P.M.
MANILA	"YUNSAUNG"	Friday, 15th May, 4 P.M.
SHANGHAI	"KWONGSANG"	Monday, 18th May, Noon.
MANILA	"LOONGSANG"	Tuesday, 22nd May, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOI	"FOOKSANG"	Wednesday, 27th May, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.
The steamers "KUMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chao, Tientsin and Newchwang.

Telephone No. 61
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd., GENERAL MANAGERS.
Hongkong, 12th May, 1908.

THOS. COOK & SON, ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.

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Head Office for the Far East:—
16, DES VEUZ ROAD,
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Japan Office:—
14, WATER STREET
YOKOHAMA.

SHIPPING IN PORT.

STEAMERS.
AMIRAL DE BOURMONT, French str., 154, Chalais, 22nd April—Haiphong 18th April, Ballast—Wilks & Jacks.
Asia, British str., 2,930, Harry Gaukroger, 5th May—San Francisco via Japan Ports and Shanghai 2nd May, Mails and General—O. & O. S. S. Co.
CARL DIERICHSEN, German str., 774, T. Kayer, 10th May—Haiphong May 6th, and Chao 9th, Rice, Pigs and General—Jensen & Co.
CHIPSING, British str., 1,199, E. Mooney, 8th May—Tientsin, Chao, Weihaiwei, and Swatow 28th April, General—Jardine, Matheson & Co.
CHITZEN, Chinese str., 1,177, C. Stewart, 9th May—Shanghai 5th May, General—Chinese.
CHOWTAL, German str., 1,115, W. Mollermann, 5th May—Bangkok 24th April, via Swatow 4th May, Rice—Butterfield & Swire.
CHURANG, British str., 1,213, W. E. Sawyer, 6th May—Sourabaya 26th April, Sugar—Jardine, Matheson & Co.
DEN OF ABILE, British str., 2,271, Cumming, 10th April—Antwerp 10th February, and Singapore 4th April, General—Messageries Maritimes.
DUNBAR, British str., 1,901, A. R. Lee, 28th April—Moji 23rd April, Coal—Shewan, Tomes & Co.
EIDER, Norwegian str., 895, N. S. Nielsen, 5th May—Bangkok 28th April, Rice—Chinese.
EMPERESS OF CHINA, British str., 3,043, R. Archibald, N.R.R., 4th May—Vancouver, B.C. 15th April, and Shanghai 2nd May, Mails and General—C.P.R. Co.
FOOCHOW, British str., 1,927, J. Davies, 2nd May—Chinkiang 28th April, General—Butterfield & Swire.
FUKUSHU MARU, Japanese str., 1,690, T. Ito, 9th May—Swatow 8th May, General—Osaka Shosen Kaisha.
HAICHING, British str., 1,287, A. E. Hodgins, 10th May—Coast Ports 9th May, General—Douglas, LaPraik & Co.
HAIPHONG, French str., 500, Pomfret, 22nd April—Haiphong 18th April, Ballast—Wilks & Jacks.
HINSANG, British str., 1,540, A. G. Smith, 8th May—Vancouver 3rd May, Coal—Jardine, Matheson & Co.
KIVUSIKO, German str., 645, D. Heuk, 8th May—Haiphong May 5th, and Hoikow 7th—Jensen & Co.
KUIKANG, British str., 1,228, Warell, 9th May—Shanghai 5th May, General—Butterfield & Swire.
KUMSANG, British str., 2,073, E. J. Buller, 4th May—Calcutta and Singapore 28th April, General—Jardine, Matheson & Co.
KWEIYANG, British str., 1,044, Dawson, 8th May—Taku 2nd May, General—Butterfield & Swire.
LABRETS, British str., 1,340, Frampton, 30th April—Saigon 26th April, Rice and Dry Fish—Chinese.
LOCKMAN, German str., 1,420, V. Taubert, 9th May—Bangkok 1st May, Rice—Butterfield & Swire.
MAUSANG, British str., 1,644, R. Houghton, 29th April—Saigon 23rd April, Timber and General—Jardine, Matheson & Co.
NANOHANG, British str., 1,040, W. J. Miller, 9th May—Newchwang & Chao 2nd May, General—Butterfield & Swire.
NORVA, Norwegian str., 730, Haraldsen, 10th May—Hongkong 6th May, Coal—Aagaard, Thorsen & Co.
OCEANO, British str., 1,733, M. Le Brun, 3rd May—Wakamatsu & Moji 29th April, Coal for Canton—Mitsui Bussan Kaisha.
ONSANG, British str., 1,787, R. Cox, 30th April—Calcutta via Straits and Singapore 23rd April, General—Jardine, Matheson & Co.
PAKHOT, British str., 1,229, French, 7th May—Whin 4th May, General—Butterfield & Swire.
PILHO, German str., 467, Flottwell, 9th May—Shanghai 5th May, General—Hamburg-Amerika Linie.
PROMYTHUS, Nor. str., 1,024, O. Cornelissen, 9th May—Bangkok 1st May, Rice—Chinese.
QUINTA, German str., 987, Frabin, 2nd May—Tientsin 26th April, Coal—Siemens & Co.
RAJAHUT, German str., 1,189, H. Bremer, 6th May—Bangkok 29th April, Rice—Butterfield & Swire.
SHOSHU MARU, Japanese str., 999, M. Nemoto, 8th May—Shanghai via Ports, 7th May, General—Osaka Shosen Kaisha.
SINGAN, British str., 1,047, F. Jamieson, 7th May—Haiphong and Hoikow 6th May, Rice and Live Stock—Butterfield & Swire.
SPRINGBUSH, British str., 3,172, J. J. Cross, 9th May—Bayona 6th May, Case Oil—Standard Oil Co.
STANDARD, Norwegian str., 804, H. N. Ball, 6th May—Saigon 1st May, Rice and Fish—Wallem & Co.
TAKING, British str., 1,367, A. Somerville, 8th May—Manila 5th May, General—Butterfield & Swire.
TANGA MARU, Japanese str., 7,420, R. Swain, 3rd May—Japan and Shanghai 30th April, Flour, Tank and Cotton Yarn—Nippon Yusen Kaisha.
TELEMACHUS, British str., 1,340, J. Williamson, 6th May—Saigon 1st May, General—Chinese.
THIKINI, Dutch str., 2,826, H. Koops, 10th May—Macassar 3rd May, General—Java-China-Japan Lijn.
TUMAHU, Dutch str., 2,476, J. Brouwers, 29th April—Batavia pr. 4th, & Macassar 20th, General—Java-China-Japan Lijn.
TOONAN, Chinese str., 942, A. A. Crawford, 7th May—Shanghai via Amoy 6th May, General—Chinese.
VICTORIA, Swedish str., 939, J. A. Hallberg, 23rd April—Karatsu 27th April, Coal—Wallem & Co.
WAISUNG, British str., 1,170, W. F. Richard, 9th May—Chinkiang 5th May, General—Jardine, Matheson & Co.
ZILIAN, British str., 3,426, Pearth, 26th April—Xmas Island 17th April, Phosphates—Mitsui Bussan Kaisha.

PRINTING.

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NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with IMPROVED CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
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Hongkong, 4th August, 1898.

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Alacrity, despatch-boat, 700 tons, 10 guns, 3000 h.p., Comdr. C. T. Fuller, Japan.
Asiatic, 2nd class cruiser—4360 tons, 10 guns, 7000 h.p., Captain F. E. C. Ryan, Hongkong.
Bedford, British cruiser, Capt. S. E. Erskine, R.N., Japan.
Bramble, gunboat, 710 tons, 970 h.p., Lieut. Comdr. Hon. R. O. D. Bridgman, S'hai.
Britannia, gunboat, 710 tons, 900 h.p., Lieut. Comdr. F. B. Nobbs, Hongkong.
Cadmus, British sloop, 1070 tons, Comdr. B. L. Majendie, Shanghai.
Clio, British sloop, 1070 tons, Comdr. C. D. S. Raikes, Japan.
Fame, torpedo-boat destroyer, 310 tons, 6 guns, 5700 h.p., Lieut. Comdr. Gresson, Japan.
Flora, 2nd class cruiser, 4360 tons, 10 guns, 7000 h.p., Capt. Roland Nugent, Shanghai.
Hasty, torpedo-boat destroyer 295 tons, 6 guns, 4000 h.p., Lieut. Comdr. W. H. Darwall, Japan.
Hart, torpedo-boat destroyer, 295 tons, 6 guns, 4000 h.p., Lieut. Comdr. G. C. Dickens, Shanghai.
Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3000 h.p., Lt. Comdr. C. A. Freemantle, Japan.
Kent, armoured, 9800 tons, 14 guns, 32000 h.p., Capt. G. C. A. Marescaux, Japan.
King Alfred, British cruiser, Flag ship of Vice Admiral the Hon. Sir F. D'Almeida, Commander in Chief, 14,000 tons, Capt. L. Clinton Baker, Japan.
Kinsar, river gunboat, 616 tons, Lieut. Comdr. Sidney H. Tennison, Yangtze.
Merlin, surveying ship, 1000 tons, 6 guns, 1400 h.p., Comdr. F. H. Walter, Hongkong.
Monsmouth, cruiser, 9800 tons, Capt. G. W. Smith, Hongkong.
Moorhead, river gunboat, 180 tons, 2 guns, Lieut. Comdr. C. C. Walcott, West River.
Nightingale, river gunboat, 85 tons, 240 h.p., Lieut. Comdr. R. S. Roy, R.N., Shanghai.
Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6300 h.p., Paid off.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. A. A. Mellin, Hongkong.
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. H. R. Tickell, West River.
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Alan Dixon, Yangtze.
Tahiti, torpedo boat destroyer, Bon. Strath, Hongkong.
Tamar, floating ship, 4600 tons 6 guns, Commodore Stokes, Hongkong.
Teal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. H. R. Godfrey, Yangtze.
Thistle, gunboat, 740 tons, 900 h.p., Lieut. Comdr. H. T. Atkley, Shanghai.
Vireo, torpedo-boat destroyer, 395 tons, 6 guns, 6300 h.p., Lieut. Comdr. Stevenson, Japan.
Waterwitch, surveying ship, 620 tons, 4500 h.p., Lieut. Comdr. H. F. Douglas, Fort Swatow.
Whiting, torpedo-boat destroyer, 380 tons, 5 guns, 5900 h.p., Lieut. Comdr. J. Kiddie, Hongkong.
Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Lt. Comdr. John F. Knox, Yangtze.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. H. R. V. Cottrell, Dornier, Yangtze.
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. E. Livingstone, Yangtze.

POST OFFICE NOTICE

The day of departure from Shanghai of the weekly steamer carrying the Trans-Siberian mails to Vladivostok has been changed from Friday to Tuesday.

The Japanese mail steamer from Vladivostok should arrive at Shanghai, on Sunday in future instead of Wednesday.

The *Mongolia*, with the American mail is due to arrive at this port to-day, at 2 p.m.

The *Delhi*, with the English mail of the 17th April left Singapore on Friday, the 8th inst., at 6 p.m., and may be expected here to-morrow, at 7 a.m. This packet brings replies to letters despatched from Hongkong on the 17th March, and the parcel mails closed in London for despatch by the air sea route, on the 8th April and for despatch overland on the 15th April.

FOR	PER	DATE
Bangkok	12th, 8.00 A.M.	Tuesday
Haiphong	12th, 8.00 A.M.	Tuesday
Swatow, Amoy, and Foochow	12th, 9.00 A.M.	Tuesday
Swatow, Amoy, Foochow and Shanghai	12th, 9.00 A.M.	Tuesday
Shanghai	12th, 10.00 A.M.	Tuesday
Shanghai	12th, 10.00 A.M.	Tuesday
Haiphong	12th, 10.00 A.M.	Tuesday
Amoy	12th, 10.00 A.M.	Tuesday

Myra, &c., India via Talicottin

(Late Letters 11.00 A.M. to Noon, Extra Postage 10 cents.)

(Letters posted in all the pillar boxes in time for the first clearance will be included in this contract mail.)

Bangkok	12th, 1.00 P.M.	Tuesday
Macao	12th, 1.15 P.M.	Tuesday
Shanghai, Yokohama and Kobe	12th, 2.00 P.M.	Tuesday
Singapore, Penang and Calcutta	12th, 2.00 P.M.	Tuesday
Tsingtau, Chefoo and Newchwang	12th, 2.00 P.M.	Tuesday
Manila	12th, 3.00 P.M.	Tuesday
Shanghai, Moji, Kobe, Yokohama, Shimizu, Yokohama, Victoria and Seattle	12th, 3.00 P.M.	Tuesday
Singapore, Colombo and Bombay	12th, 4.00 P.M.	Tuesday
Swatow, Amoy, and Penang	12th, 5.00 P.M.	Tuesday
Singapore, Penang and Colombo	12th, 5.00 P.M.	Tuesday
Nagasaki, Kobe and Yokohama	12th, 5.00 P.M.	Tuesday
Swatow, Chefoo and Tientsin	12th, 5.00 P.M.	Tuesday
Macao	12th, 5.00 P.M.	Tuesday
Shanghai	12th, 5.00 P.M.	Tuesday
Manila, Cebu, Boston and New York	12th, 5.00 P.M.	Tuesday
Macao	12th, 5.00 P.M.	Tuesday
Swatow, Amoy and Penang	12th, 5.00 P.M.	Tuesday
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth & Fremantle	12th, 5.00 P.M.	Tuesday
Macao	12th, 5.00 P.M.	Tuesday
Manila	12th, 5.00 P.M.	Tuesday
San Francisco (direct)	12th, 5.00 P.M.	Tuesday

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO

(Supplementary mail on board of the mail, time fixed for departure of the mail, Extra Postage 10 cents.)

Manila	12th, 5.00 P.M.	Tuesday
Manila	12th, 5.00 P.M.	Tuesday
Manila	12th, 5.00 P.M.	Tuesday
Manila	12th, 5.00 P.M.	Tuesday
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Manila	12th, 5.00 P.M.	Tuesday
Manila	12th, 5.00 P.M.	Tuesday
Manila	12th, 5.00 P.M.	Tuesday

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A perfect Wood Preservative and insensible Paint, gives in Sea-Water Absolute Protection against the "Teredo" and all other Marine-Pore-Worms; will make Exposed Wood proof against the ATTACKS of the WHITE ANT, etc. It can be applied by ordinary unskilled labour.

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Per *Incarnate*, from Manila; Messrs. H. Singer, Scruby, Pedersen, Dunsing, Hutton and Carroll.

Per *Zofiro*, from Manila; Judge and Mrs. C. H. Smith, Mrs. B. Lyttan, Surgeon J. E. Coyne, Messrs. S. Seaton, Antonio Carrion, G. P. R. MacKay, from Saigon, Mrs. Banquet and child, and Lieut. Bexley, for Shanghai, from Marcelline, Mr. and Mrs. Badel, Mr. and Mrs. Nurpi and child, Mr. and Mrs. Gungst and child, Mr. and Mrs. A. Schin, Messrs. Pere Louis Emilio, Cameron, G. Milne Lesdres, Chinard, Rioner, Wislitz, Decamp, Trivier, Vidal, Seaux, Alfonsi and Delahe, for Kobe, from Colombo, Mrs. Omban, and Mr. W. Plenk; from Singapore, Messrs. R. D. Waburg, Mitsuko and Gomi, for Yokohama, from Marcelline, Mr. and Mrs. Yamada & 3 children, Messrs. Stetloff, Fitchett and Taketura; from Port Said, Mrs. Luss, Messrs. Pappas and Sautin; from Colombo, Major A. Huttsy, and Captain Turinwall.

Per *Australian*, from Hongkong, from Yokohama; Messrs. Silva and Stratton; from Kobe, Miss Moliner; from Shanghai, Mr. and Mrs.

Greaves, 2 children and maid, Messrs. Paul Kiemer and boy, E. H. Eschmann and boy, D. P. Tordrey, Brodersen and boy, Turner and boy, B. Ryan and Marcel Blum; for Saigon, from Yokohama, Mr. Ougrand, from Kobe, Mr. and Mrs. Moliner; from Shanghai, Mrs. Sophie Hu, and Mrs. Muzia; for Port Said, from Yokohama, Miss Mespoulet; from Shanghai, Mr. R. P. Lavignola; for Marcelline, from Yokohama, Mrs. Olier, Mrs. Augustine, Miss Kent, Messrs. Leubie and boy, Blanchard, Le Nasol, Torille, Monico, Sacreste and Delplanguer; from Kobe, Mr. Mizutani; from Shanghai, Mr. and Mrs. Monia, Mr. and Mrs. Schneider and 3 children, Messrs. Th. Jasson, Jean Gilson, Bourrigar, Ferlicot, Benoit, P. Boyon, Le Penou, Le Foullec, Bassot, Tudoret, Legruy, Firion and Louis Metzner.

Per *Yamato Maru*, from Australia, &c., for Hongkong, Mr. and Mrs. C. H. Hatheway, Mr. and Mrs. S. Kodera, Dr. Davidson, Messrs. C. M. Bromley, O'Connor, P. Jones, T. W. Scott and J. Sakurai; for Nagasaki, Mr. and Mrs. N. V. Eshires and 2 children, Mr. and Mrs. N. Lenkowsky, Misses J. and A. Lankowsky; for Kobe, Misses J. and W. Austin; for Yokohama, Mr. and Mrs. W. B. Cumming, Mrs. W. W. Woyers, Misses D. Cumming, M. Cameron and Flecker, Messrs. B. Cumming, R. Urquhart, C. Czeasz, G. Flecker, P. J. Johnson, A. Hutchinson, H. Kenway, P. Meyer, J. Fay, G. B. Meyers, G. Turnbull and F. Sachs.

COMMERCIAL.

EXCHANGE

CLOSING QUOTATIONS.

May 11th.

ON LONDON.	Telegraphic Transfer	19
	Bank Bills, at 90 days sight	19 1/2
	Bank Bills, at 4 months sight	19 1/2
	Credit, at 4 months sight	19 1/2
	Documentary Bills, at 4 months sight	19 1/2
ON PARIS.	Bank Bills, on demand	220 1/2
	Credit, at 4 months sight	220 1/2
ON GERMANY.	on demand	179 1/2
ON NEW YORK.	Bank Bills, on demand	42 1/2
	Credit, at 60 days sight	41 1/2
ON BOMBAY.	Telegraphic Transfer	132 1/2
	Bank, on demand	132 1/2
ON CALCUTTA.	Telegraphic Transfer	132 1/2
	Bank, on demand	132 1/2
ON SHANGHAI.	Bank, at sight	74 1/2
	Private, 30 days sight	75 1/2
ON YOKOHAMA.	On demand	86
ON MANILA.	On demand	86 1/2
ON SINGAPORE.	On demand	79 1/2 p.m.
ON BATAVIA.	On demand	105 1/2
ON HONGKONG.	On demand	81 1/2 p.m.
ON BANGKOK.	On demand	83 1/2
	SOVEREIGNS, Bank's Buying Rate	\$11.20
	GOLD LEAF, 100 fine, per tal.	\$58.75
	BAR SILVER, per oz.	24 1/2

SUBSIDIARY COINS.	per cent.
Chinese 20 cents pieces	\$8.15 discount
" 10 "	" 8.75 "
Hongkong 20 "	" 7.40 "
" 10 "	" 7.95 "

OPIUM.

May 11th.

Quotations are—	
Malwa New	\$980 per picul.
Malwa Old	\$1000 "
Malwa Older	\$1020 "
Malwa V. Old	\$1060 "
Persian fine quality	\$800 "
Persian extra fine	\$885 "
Patna New	\$1192 1/2 per chest.
Patna Old	" "
Benares New	\$1142 1/2 "
Benares Old	" "

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Mongolia* is due to arrive at this port, from San Francisco via Honolulu, Japan ports and Shanghai to-day at 2 p.m.

The new T.K.K. str. *Tenyo Maru* will sail from Yokohama for this port direct on the 16th, and is due to arrive here on the 21st inst.

THE ENGLISH MAIL.

The P. & O. str. *Delhi* left Singapore for this port on the 8th inst. at 5 p.m. with the outward English Mail, and is due here to-morrow at about 7 a.m.

THE GERMAN MAIL.

The I.G.M. str. *Monika* left Sydney on Tuesday, the 5th inst. p.m., and may be expected here on or about Wednesday, the 27th inst.

MECHANICAL STEAMERS.

The Japanese str. *Shinshu Maru* left Moji on the 6th inst., for this port, and is due to arrive here to-day.

The str. *Satsuma* left Shanghai on Saturday morning, the 9th inst., and may be expected to arrive here this afternoon.

The M.M. Co.'s Cargo Boat *Meinam* from Europe left Singapore on the 7th inst. at 4 p.m., and is expected to arrive here this afternoon.

The N.Y.K. str. *Kumano Maru* (Australian Line) left Nagasaki for this port on the 8th inst., and is expected here to-day.

The N.Y.K. str. *Yokohama Maru* (Bombay Line) left Singapore for this port on the 6th inst., and is expected here to-day.

The N.Y.K. str. *Asa Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 8th inst., and is expected here on the 17th inst.

The C.P.R. str. *Lanark* left Vancouver p.m. on Tuesday, the 5th inst. for Hongkong via the usual ports of call.

STEAMERS PASSED THE CANAL.

Apr. 22nd—*Arcturion*, *Benlomond*, *Deuxieme*, *Maria Valerie*, *Atholl*, *Palermo*, *Indra*, *Kasano*, *Ormidale*, 25th—*Brailia*, *Auchen*, *cray*, *Manila*, *Nasser*, *Hohenstaufen*, *Moyune*, *Wakasa Maru*, 20th—*Benglo*, *Lougar*, *Oopack*, *Surgay*, May 2nd—*Prinzess Alice*, *Tonkin*, *Carnarvonshire*, *Sado Maru*, *Meteor*, 6th—*Nippon*, *Bellerophon*, *Benue*, *Falma*, *Gothenburg*, *Alecia*, 9th—*Ajea*, *Clen*, *Lochy*, *Hortland*, *Sordima*, *Kutuck*, *Fak Ling*, *Tourane*.

ARRIVAL AT HOME.

May 8th—*Ara Maru*, *Patroclus*.

HONGKONG TIDE TABLE.

From May 12th to 15th, 1903.

Tide	High Water.		Low Water.	
	Mean Time.	Height.	Mean Time.	Height.
Tues. 12	h. m.	ft. in.	h. m.	ft. in.
Wed. 18	h. m.	ft. in.	h. m.	ft. in.
Thurs. 14	h. m.	ft. in.	h. m.	ft. in.
Fri. 10	h. m.	ft. in.	h. m.	ft. in.
Sat. 16	h. m.	ft. in.	h. m.	ft. in.
Sun. 17	h. m.	ft. in.	h. m.	ft. in.
Mon. 13	h. m.	ft. in.	h. m.	ft. in.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 11th.

Barometer	Therm. (Wet bulb)	Therm. (Dry bulb)
59.72	29.84	29.70
59.72	29.84	29.70
59.72	29.84	29.70
59.72	29.84	29.70
59.72	29.84	29.70
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MESSRS. FALCONER & CO.'S REGISTER.

May 11th.

Barometer	Therm. (Wet bulb)	Therm. (Dry bulb)
59.72	29.84	29.70
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KING EDWARD HOTEL.

Mr. & Mrs. Adams	Mr. & Mrs. E. S. Joseph
Mr. A. A. Attalio	Mr. V. A. Kershaw
Mr. H. G. Battiscombe	Mr. Van Jisk Kim
Mr. B. Benson	family
Mr. & Mrs. S. Blaney	Mr. P. Kerner
Miss Biney	Mr. W. C. Lacy
Dr. G. D. Black	Mr. W. Leighton
Mr. A. B. Blum	Mr. A. C. Little
Mr. E. Borman	Mr. Mahieu
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Mr. J. B. Borman	Mr. A. W. J. Peake
Mr. J. B. Borman	Dr. W. W. Pease
Mr. J. B. Borman	Mr. and Mrs. T. L. Perkins
Mr. J. B. Borman	Mr. A. W. Polglase
Mr. J. B. Borman	Mr. E. R. Ralphs
Mr. J. B. Borman	Mr. K. H. Ray
Mr. J. B. Borman	Mr. R. Reo
Mr. J. B. Borman	Mr. A. W. Schneider
Mr. J. B. Borman	Mr. C. E. Shields
Mr. J. B. Borman	Mr. & Mrs. W. U. Smith
Mr. J. B. Borman	Mr. H. M. Spelcer
Mr. J. B. Borman	Mr. J. Stables
Mr. J. B. Borman	Mr. W. T. Stebbing
Mr. J. B. Borman	Rev. A. J. Stevens
Mr. J. B. Borman	Mr. W. G. Symonds
Mr. J. B. Borman	Mr. Chew Ewe Teong
Mr. J. B. Borman	Mr. H. P. Thomas
Mr. J. B. Borman	Mr. G. W. Tullidge
Mr. J. B. Borman	Mr. C. Wallach
Mr. J. B. Borman	Mr. E. W. Wainman
Mr. J. B. Borman	Miss N. B. Winton
Mr. J. B. Borman	Mr. J. D. Woods
Mr. J. B. Borman	Mr. J. Youdan

JOINT STOCK SHARES.

Hongkong, May 11th.

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QUOTATIONS.

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Hongkong & S'hai.

National B. of China

Bell's Asbestos E.A.

China-Borneo Co.

China Light & P. Co.

China Provident

Cotton Mills

Ewo

Hongkong

International

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Soyebce

Dairy Farm

H. K. W. W. & G.

H. & W. Dock

New Amoy Dock

Shanghai Dock

Shui & H. Wharf

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Green Island Cement

Hongkong & C. Gas

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South China M. Post

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